

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU.	NAGASAKI, KOBE and YOKO.	TO-MORROW, 26th August, at 4 P.M.
Hitachi Maru.	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 29th August, at Daylight.
HAKUAI MARU.	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENGLU & NAGASAKI.	THURSDAY, 31st August, at Noon.
HIROSHIMA MARU.	KOBE and YOKOHAMA.	FRIDAY, 1st September, at 4 P.M.
MIKE MARU.	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 5th September, at Noon.
WAKASA MARU.	MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 7th September, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th August, 1899.

NAVIGAZIONE GENERALE ITALIANA.
(F. Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN and GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE. Pizattello. 2nd September, at NOON.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess. For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

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SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: £ 300,000
Head Office: 43, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Liévin (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (demountable) Bridges for Roads, Bridges and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Drainers.

CONTRACTORS FOR
Constructing and Working
Railways and Tramways

M. Oppenheimer & Co., Paris.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

Is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

HOW TO PROVIDE FOR THE FAMILY.

INCOME \$5,000 EXPENDITURE \$5,000
PROVISION NIL.
INCOME \$5,000 EXPENDITURE \$3,000
PROVISION \$3,000 YEARLY.

FOR an annual premium of \$1,550 this Society will undertake to pay to the family

\$3,000 PER ANNUM

for a fixed term of twenty years, if the assured should die during the currency of the policy.

If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of \$744 guaranteed and \$300 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1919 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a DAY BE WASTED, but apply for special example to the

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE, Acting Manager, Hongkong.

22nd August, 1899.

NOTICE
PRIVATE BOARD and RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899.

WANTED.
A MANAGER FOR THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS must be well acquainted with BOOK-KEEPING. Apply by letter stating Terms expected to the

HON. SECRETARY,
At the Institution, No. 21 Praya Central,
Hongkong, 18th August, 1899. [1049a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

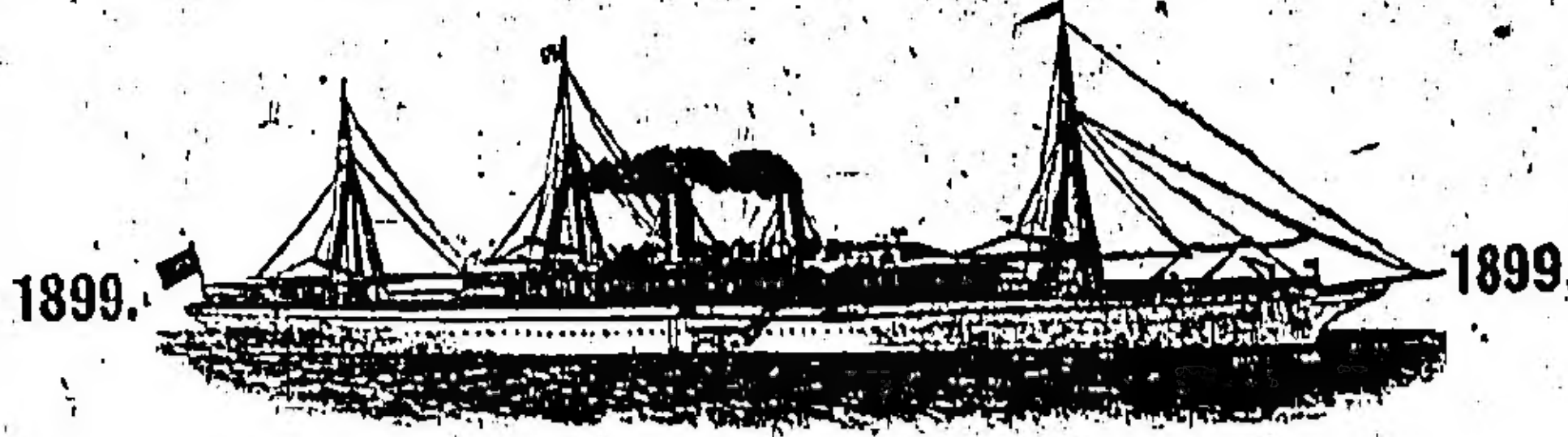
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, England.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [1049b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at Current Rates.
SIEMSEN & Co.
Hongkong, 28th May, 1899. [1049c]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 30th Aug, 1899.
EMPEROR OF JAPAN... Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 27th Sept, 1899.
EMPEROR OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 25th Oct, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [13]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct, at Noon.

THE Steamship.

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1899. [1310]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LARRAK & CO'S WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUHING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG TO SAMSHUI \$5
HONGKONG TO WUCHOW \$10

Meals can be obtained on Board.

For further information apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1049d]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 1,287 J. Truebridge... [Sept. 23]
Victoria... 3,502 J. Patton... [Sept. 12]
Glenglo... 3,750 R. D. Jones... [Oct. 17]
Tacoma... 1,281 A. Dixon... [Oct. 21]

* Calling at Foochow and SHANGHAI.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 1,276 Dobson... [Sept. 23]
Nanaimo... 1,281 W.A. Evans... [Oct. 7]
Lennox... 1,677 Williamson... [Nov. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON \$47.

Excellent accommodation: First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK \$41.

The Railroad travelling is second to none, on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$38.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Goods).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th August, 1899. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN" Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899. [15]

FOR NEW YORK.

THE 3/4 A. I. American Ship "CHALLENGER" shortly expected from MANILA, will load here for the above port, and will have quick despatch. For Freight, apply to

ARNOLD, KARBURG & Co., Agents.
Hongkong, 25th July, 1899. [1049e]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ALESTIA	HAVRE and HAMBURG.	About 10th September.	Freight.
NURNBERG	(LONDON with transshipment in HAMBURG)	About 20th September.	Freight.
v. Bismarck	(LONDON with transshipment in HAMBURG)	About 30th September.	Freight.
SUEVIA	HAVRE and HAMBURG.	About 5th October.	Freight.
Förck	(LONDON with transshipment in HAMBURG)	About 15th October.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	About 15th October.	Freight and Passage.
*Jäger	(LONDON with transshipment in HAMBURG)	About 15th October.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

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CARLUWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [11]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 1,406... about... [Sept. 15]
Belgian King... 1,379... about... [Oct. 15]
Garmarthenshire... 1,299... about... [Nov. 15]

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prussia... Wednesday 13th Sept.

Sachsen... Wednesday 11th Oct.

Bayern... Wednesday 8th Nov.

König Albert... Wednesday 13th Dec.

Prinz Heinrich... Wednesday 27th Dec.

Prussia... Wednesday 10th Jan.

Karlsruhe... Wednesday 24th Jan.

Sachsen... Wednesday 7th Feb.

Hamburg... Wednesday 21st Feb.

Bayern... Wednesday 7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, "PASSENGERS," SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

OLIVERS FREEHOLD MINES, LIMITED.

Messrs. John D. Humphreys and Son inform us that in letters they have received from Mr. J. Whear Roberts, Consulting Engineer to Olivers Freehold Mines, Limited, dated 28th July and 2nd August, he writes as follows:—

I am here making my usual inspection of the mines and advising the management on points on which they have asked for my opinion. It gives me very great pleasure to find that the new reef at the southern end of the mine still continues to open up well. We have now driven about 110 feet since we first got on to payable stone, on the south side of the cross course, and except for a blank of about 8 feet "where the reef pinched" the whole of this distance has been in ore of first grade, as has been demonstrated by the special crushings which we have had from this point. In the face of the drive to-day the lode is nearly four feet wide of solid quartz. I broke out a sample across the whole face on assay this returned 234 dwts per ton. At the point where the good ore was first met with a rise and stopes have been started, the rise is now up about 35 feet or within 15 feet of the 150 foot level. As advised in last report, we let a contract to extend the 150 foot level to take up this new shoot of stone. The contractors are making splendid progress, the cross course has been passed through, and the drive is now within about 15 feet from the top of the rise. In that distance we ought to get on to the run of ore. The first intermediate below the 200 foot level, three shifts of men are at work extending the south drive with a view to picking up the same run of stone. There is a small seam of quartz in this drive which assays fairly well, and may be regarded as an encouraging indication. The lode has been very strong under foot all the way at the 200 foot level and when we intersect it at the first intermediate there will be no difficulty in working the mine so as to keep the 200 stopes going. I am pleased with the progress at this end of the mine and I fully anticipate that within a couple of months I shall be in a position to make strong recommendations having in view improved methods of working the mine and treating the ore.

A very serious difficulty is threatening with regard to sludge from the battery. The sludge dam is now in full height of the embankment of the reservoir, and to prevent the sludge flowing down the creek I have given Mr. Moore instructions to put up another embankment lower down. This will only be a small affair for the present pending determination as to other methods of treating the ore.

Yours faithfully,
J. WHEAR ROBERTS.

2nd August, 1899.

In my report written at Mount Macdonald on the 27th ulto. I stated that within 150 feet we ought to reach the new reef in the 150 foot level and my anticipation has been realised, and, what is of more importance, the manager advises (as per report which will be forwarded you by this mail) that there is a large body of stone which appears to be of excellent quality, the first sample broken showing a value by dish prospects of 30 dwts. per ton, assay 208.18 dwts. 19 grains. This is a distinct improvement on the quality of the reef where it was first met with in the 200 foot level, where for some distance it was comparatively poor. This is unquestionably the best defined body of quartz that has been discovered at the Mount, and it is the most consistent in quality, as shown by the average returns extending over some weeks' crushing. The average return for the past month from this part of the mine was 102.1 dwts. 12 grs. per ton, only a trifle lower than that of the previous month when a small quantity was treated. The general return for the month is most gratifying. I can suggest no reason why this new reef should not be traced right up to the surface. As has been previously explained, the ground at this point is intact to the surface excepting a shallow shift somewhere about the present end of the 200 foot level from which I am informed good prospects were obtained many years ago. The use of the 150 foot level will probably be connected with the 150 foot level this week. We shall then be able to start stopping systematically and soon be in a position to keep the mill going from this point.

I am forwarding instructions to the manager to keep the rise going over the 150 foot level with three shifts of men. The first intermediate level south is being pushed on as fast as possible.

Within the current month we should reach the new reef level, a machine drill will be used to expedite this work.

Only one drill has been delivered so far. As soon as the others are to hand work in the 300 foot level south will be resumed.

The position of the Calcutta cross-course at the 150 foot level shows that we were wrong in our former calculations as to its angle of inclination. We assumed from what was to be seen at 200 feet that it inclined to the west, but as disclosed between the two levels it is almost vertical, the inclination, if any, being to the east. This means that we shall have to drive further at 300 feet than we anticipated. I am not sorry for this as it will take us well away from the huge poor formation which has caused so much disappointment.

I am sure that you will feel, as we all do here, that it is a matter for congratulation to contemplate the excellent prospect that now appears before us.

Yours faithfully,
J. WHEAR ROBERTS.

FROM ALL SOURCES.**A Sensitive Officer.**

LONDON, July 21st.
Lieutenant C. A. Boissman, of the Russian Navy, who was personal attendant upon the late Czar, has been sentenced to 18 months' imprisonment, and to be dismissed the service with ignominy, for sinking a cooie.

An Exemplary Sentence.

LONDON, July 21st, 4.15 p.m.
A British soldier at Allahabad, India, has been sentenced by court-martial to 18 months' imprisonment, and to be dismissed the service with ignominy, for sinking a cooie.

A Cure for Snakebite.

LONDON, July 21st, 4.15 p.m.
A patient at the Meurur Hospital, who was suffering from snakebite, has been cured by an injection of Professor Calmette's serum.

American Bicycle Trust.

LONDON, July 21st, 4.15 p.m.
The bicycle makers in New York have contributed. The "trust" has a capital of \$4,000,000 (\$40,000,000).

The Pacific Cable.

LONDON, July 22nd.
The half-yearly meeting of the Eastern Telegraph Company, Limited, was held yesterday. The Marquis of Tweeddale, chairman of directors, who presided, said that it was highly improbable that the system of wireless telegraphy invented by Signor Marconi would compete with cable. He noted Mr. Chamber-

lain's assurance that the proposed Pacific cable would be worked on commercial lines at remunerative rates. The Eastern Telegraph Company did not fear opposition on equal terms if it received the same facilities as to landing rights and fair play in the collection and delivery of messages. Though the Government's ability to obtain capital at 2½ per cent. placed a private concern at a great disadvantage, the company would otherwise be able to work as economically and as efficiently as the Government. One of the principal objections of the company to undertaking the Pacific line was the belief that it was not a good commercial route, owing to the great length between Vancouver and Fanning Island not giving sufficient speed to enable the line to develop payable traffic. It was a risky operation to lay or raise a cable in such great depths. He complained of the gross inaccuracies in the statement made by the opponents of the company. He declared that the company would cordially support the appointment of a Royal Commission to inquire into the question of foreign telegraph charges, and the existing inequalities caused by the Egyptian, Indian, and Far East tariffs being practically controlled by the European Governments, through whose lines Mr. Chamberlain's suggested competition should come. The obstacle to a reduction of tariffs was the necessity of obtaining the consent of these Governments. If the British Government lays the Pacific cable, it should, in the spirit of the International Telegraph Convention, charge the same tariffs as at present, unless the European Governments consented to a reduction. If Great Britain secured that consent, the company would be prepared to give effect to the reductions. Already the Australian rate was considerably lower than for Australian position, the rate would be lower still. The Eastern Telegraph Company and the Eastern Extension Telegraph Company were quite ready to make further reductions in the rates to India, Egypt, Australia, and the Cape.

The Dreyfus Case.

LONDON, July 22nd.

Further revelations have been made of the cruelty to which Captain Dreyfus was subjected on the Ile du Diable.

It has transpired that when he had been in captivity two years Dreyfus received a telegram bearing the stamp of the Colonial Office, and stating that his wife had given birth to a child.

The authorities also arranged a scheme of a pretended night rescue of Dreyfus from the island in order to test the fidelity of the warders, who were ordered to shoot the captive if he evinced the least desire to escape. Awakening one night Dreyfus found a warder with a revolver placed at his head, but he remained quite passive.

Several newspaper correspondents in Paris indicate that the Government fears, and is seeking to prevent, an attempt being made to assassinate Captain Dreyfus during the progress of the Court-martial at Rennes.

Colonial Silver Coinage.

LONDON, July 22nd.

The Treasury authorities state that they cannot formulate the conditions under which the right of the colonies to silver can be granted to the colonies until the colonies have decided whether all the colonial mints or one only should coin silver. The authorities think that the latter course would be preferable.

The Treasury authorities also require the colonies to indicate the methods of overcoming the difficulties of "over-issue," of checking the undue exportation of coin, and of the redemption of worn-out silver.

Britain and Canada.

LONDON, July 22nd.

The Canadian House of Commons has rejected, by 77 votes to 41, a resolution brought forward by Sir Charles Tupper, the leader of the Opposition, urging that efforts should be made to secure preferential treatment for Canadian produce in English markets.

Sir Wilfrid Laurier, the Premier, declared that Canada was unable at the present time to dispense with the taxation of British goods. He nevertheless did not despair of the eventual solution of Mr. Chamberlain's idea of Imperial free trade.

Shipping.**STEAMERS.**

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on MONDAY, the 28th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1899. [1071a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"CHAZEE."

will be despatched for the above port on or about the 20th instant.

S.S. "ARGYLL" will sail about the 15th September.

S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN"..... of 3 weeks.

For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd August, 1899. [1068a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1899. [1075a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO."

H. Harris, Commander, will be despatched as above on or about the 5th September.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 17th August, 1899. [1074a]

Shipping.**STEAMERS.**

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st August, 1899. [1053a]

FOR MANILA AND LONDON.

THE Steamship

"DUNAV."

A. Kisselich, Commander, will be despatched as above on or about the 27th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 23rd August, 1899. [1072a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo, to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1899. [1054a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1899. [1056a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOAN & CO.-HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA."

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 18th July, 1899. [1058a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1059a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1059a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Campbell, will be despatched as above on or about the 15th September.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd August, 1899. [1062a]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE."

Captain Potter, will be despatched as above on or about the 15th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd August, 1899. [1064a]

SHAWAN TOMES & CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUY."

Captain C. de L. Perrella, will be despatched for the above port on or about the 15th October.

For Freight, apply to SHAWAN TOMES & CO., Agents.

Hongkong, 17th August, 1899. [1065a]

Consignees.**NORTHERN PACIFIC STEAMSHIP COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 21st August, 1899. [1061a]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th instant, and THURSDAY, the 31st instant, at 9.30 A.M.

All Claims must reach us before the 8th September, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co., Agents.

Hongkong, 22nd August, 1899. [1063a]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining undelivered after the 31st instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1899. [1061a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUJANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 26th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Manager.

Hongkong, 24th August, 1899. [1066a]

To be Let.**TO LET.**

HOUSE No. 1, Duddell Street.

One Small GODOWN in Duddell Street.

HOUSE No. 57, Praya Grande, Macau.

Apply to BELILIOS & CO., Agents.

Hongkong, 23rd August, 1899. [1073a]

FOR SALE or TO LET.

Cable Road, "KINGSLEYS" a Large Boarding-House.

Apply to BELILIOS & CO., Agents.

Hongkong, 23rd August, 1899. [1074a]

TO LET.